



U. S. Coast Guard Thirteenth District

Commercial Fishing Industry Vessel Safety Reference Guide

U.S. Coast Guard



Fishing Vessel Safety

**Contact your local
Fishing Vessel Safety
Coordinator**

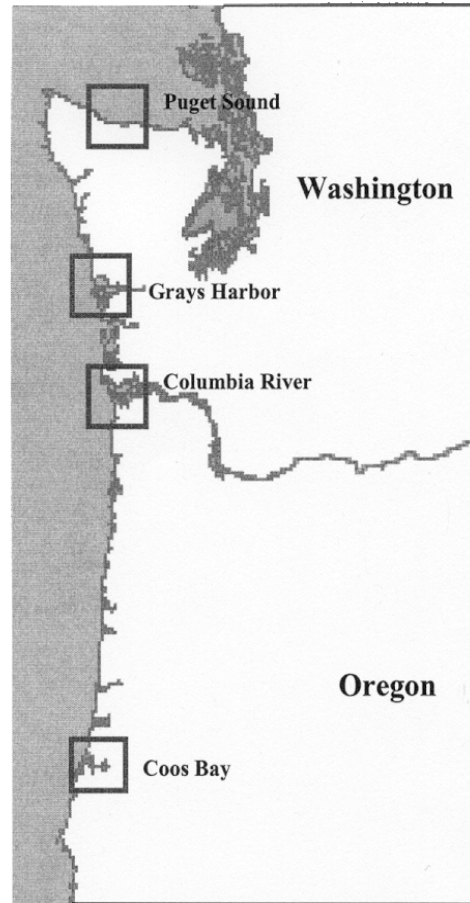
**Marine Safety Office Puget Sound
(206) 217-6208**

**Marine Safety Office Portland
(503) 240-9337**

Updated August 2004

D13 BOUNDARY LINES

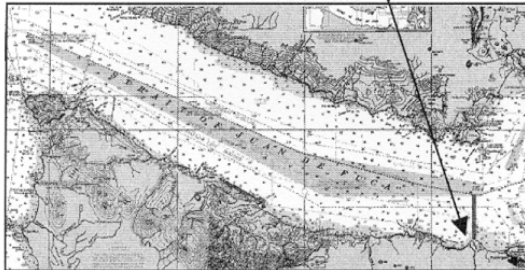
Boundary line (46 CFR Part 7) follows the seaward high water shoreline and follows a line across the entrance to small bays, rivers and inlets, except in the following four areas...



D13 BOUNDARY LINES

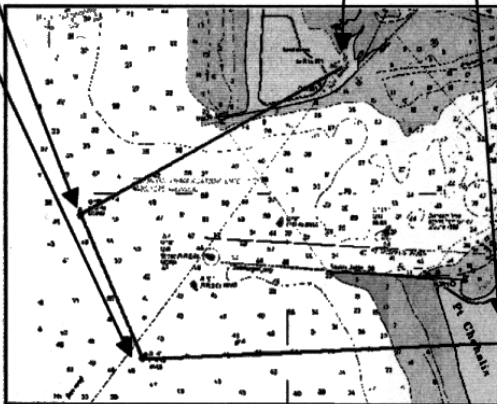
Puget Sound

A line drawn from the northern most point of Angeles Point, north to the U.S Canadian Border.



Grays Harbor, WA

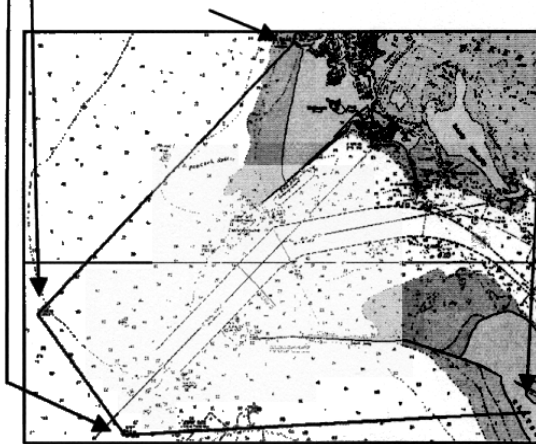
A line drawn from *Grays Harbor Bar Range Rear Light*,
(46° 55.0' N, 124° 14.7' W);
to *Grays Harbor Entrance Lighted Whistle Buoy "3"*,
(46° 55.1' N, 124° 14.7' W);
thence to *Grays Harbor Entrance Lighted Whistle Buoy "2"*;
(46° 52.8' N, 124° 12.6' W);
thence to *Grays Harbor Light*, (46° 53.2' N, 124° 07.0' W).



D13 BOUNDARY LINES

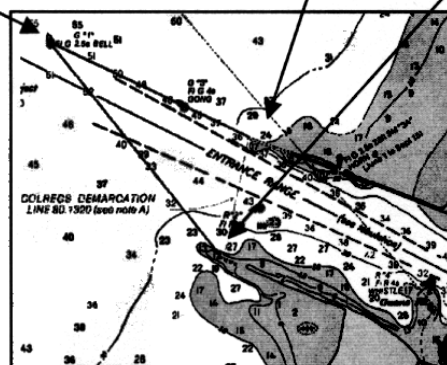
Columbia River

A line drawn from *North Head Light*;
to *Columbia River Entrance Lighted Bell Buoy "1"*,
(46° 14.5' N, 124° 09.5' W);
thence to *Columbia River Entrance Lighted Whistle Buoy "2"*,
(46° 12.8' N, 124° 08.0' W);
thence to the *lookout tower* located approximate position
(46° 13.6' N, 124° 00.7' W).



Coos Bay, OR

A line drawn from the seaward extremity of the *Coos Bay North Jetty*;
to *Coos Bay Entrance Lighted Bell Buoy "1"*,
(43° 21.9' N, 124° 21.7' W);
thence to the seaward extremity of the *Coos Bay South Jetty*.



POLICY & PROCEDURES

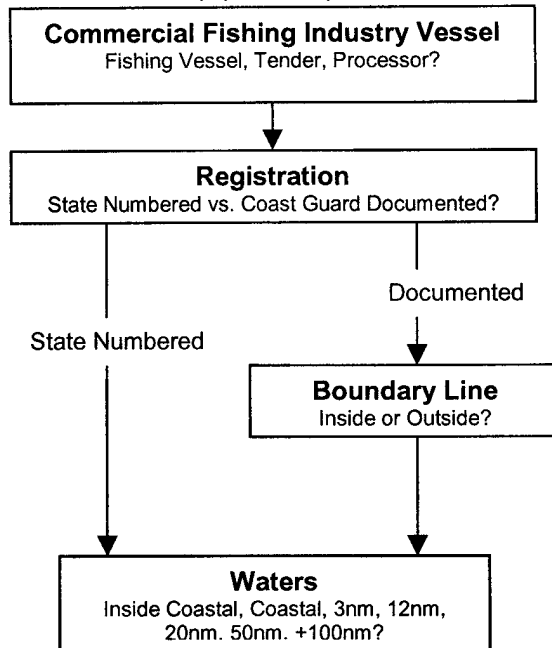
GENERAL INFORMATION

This guide summarizes Federal Regulations applicable to U.S. uninspected commercial fishing vessels. This includes **FISHING VESSELS** which are engaged in activities pursuant to the harvesting of fish for commercial purposes; **FISH TENDER** vessels that transport, store, refrigerate, or provide supplies to the commercial fishing industry, and **FISH PROCESSING** vessels which process the fish to a finished product beyond decapitating, gutting and freezing.

You will find the 4100F Boarding Report numbers, when applicable, near the bottom of each page, such as #173 for documentation is found at the bottom of page 1.

APPLICABILITY

Use flowchart to determine applicable regulations and equipment requirements.



POLICY & PROCEDURES

BOARDING POLICY


MLE Manual Chap. 3.D.5.b

Special consideration should be given to vessels that have received a CFVS Decal through a Dockside Fishing Vessel Safety Exam. Policy states vessels with CFVS Decal less than 2 years old are considered a low boarding priority target.

WITH a current CFVS Decal:
Spot check of the "Big 8".

WITHOUT a current CFVS Decal:
Complete check of "Big 8," and as many other applicable items listed on the CG-4100F form as boarding team personnel are trained to inspect, with due regard for boarding team safety. Boarding personnel should encourage vessel master to schedule a Vessel Dockside Exam.

To continue to provide an incentive for participation in the voluntary dockside exam program, boarding personnel shall acknowledge the importance of the CFVS Decal to vessel masters, specifically noting that boardings will be abbreviated for those vessels which have a CFVS Decal.

Commercial Fishing Vessel Safety EXAMINATION													
<input type="checkbox"/> Documented <input type="checkbox"/> Undocumented													
LOCATION <input type="checkbox"/> Inside Boundry Line <input type="checkbox"/> Beyond Boundry Line													
<input type="checkbox"/> < 3 NM <input type="checkbox"/> < 12 NM <input type="checkbox"/> < 20 NM <input type="checkbox"/> < 50 NM <input type="checkbox"/> < 100 NM <input type="checkbox"/> > 100 NM	ISSUED 2003 <input type="checkbox"/> 2004 <input type="checkbox"/> 2005 <input type="checkbox"/> 2006 <input type="checkbox"/> 2007 <input type="checkbox"/>												
THIS VESSEL MEETS ALL USCG COMMERCIAL FISHING INDUSTRY VESSEL REGULATIONS													
NOTE: Decal valid 2 years from the date of issue.													
NO. <input type="text"/>	<table border="1"><tr><td>JAN</td><td>JUL</td></tr><tr><td>FEB</td><td>AUG</td></tr><tr><td>MAR</td><td>SEP</td></tr><tr><td>APR</td><td>OCT</td></tr><tr><td>MAY</td><td>NOV</td></tr><tr><td>JUN</td><td>DEC</td></tr></table>	JAN	JUL	FEB	AUG	MAR	SEP	APR	OCT	MAY	NOV	JUN	DEC
JAN	JUL												
FEB	AUG												
MAR	SEP												
APR	OCT												
MAY	NOV												
JUN	DEC												
CG-5587A (Rev. 6/02) U.S. Department of Transportation													

POLICY & PROCEDURES

Post Boarding Process & Compliance Program

Both MSO Puget Sound and MSO Portland have a compliance program aimed at increasing the effectiveness of at-sea law enforcement boardings. As a Boarding Officer, it is important to accurately describe to the skipper what the case process will be once you depart the vessel.

Once the CG-4100F is received at the MSO a letter is sent to the owner and/or operator of the vessel providing 30 days to correct the violations and complete a Commercial Fishing Vessel Safety Dockside Exam. The vessel need not receive a decal at this point, but all violations identified during the at-sea boarding must be corrected.

If the owner or operator does not respond or declines to correct the violations, then a civil penalty case is forwarded to the Hearing Officer recommending monetary fines. At this point, the owner or operator has been given ample opportunity to correct the violation and did not do so, therefore, the likelihood for a monetary penalty to be assessed is increased.

A benefit to the success of this program is to provide the operator with the phone number to the local Fishing Vessel Safety Coordinator. Emphasize to the operator to correct the violations soon and to contact the MSO.

FOR MORE INFORMATION CONTACT THE NEAREST MSO.

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****=BIG 8 Item**

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****=BIG 8 Item**

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